GOREGAON WEST RAILWAY STATION

PRECINCT STUDY

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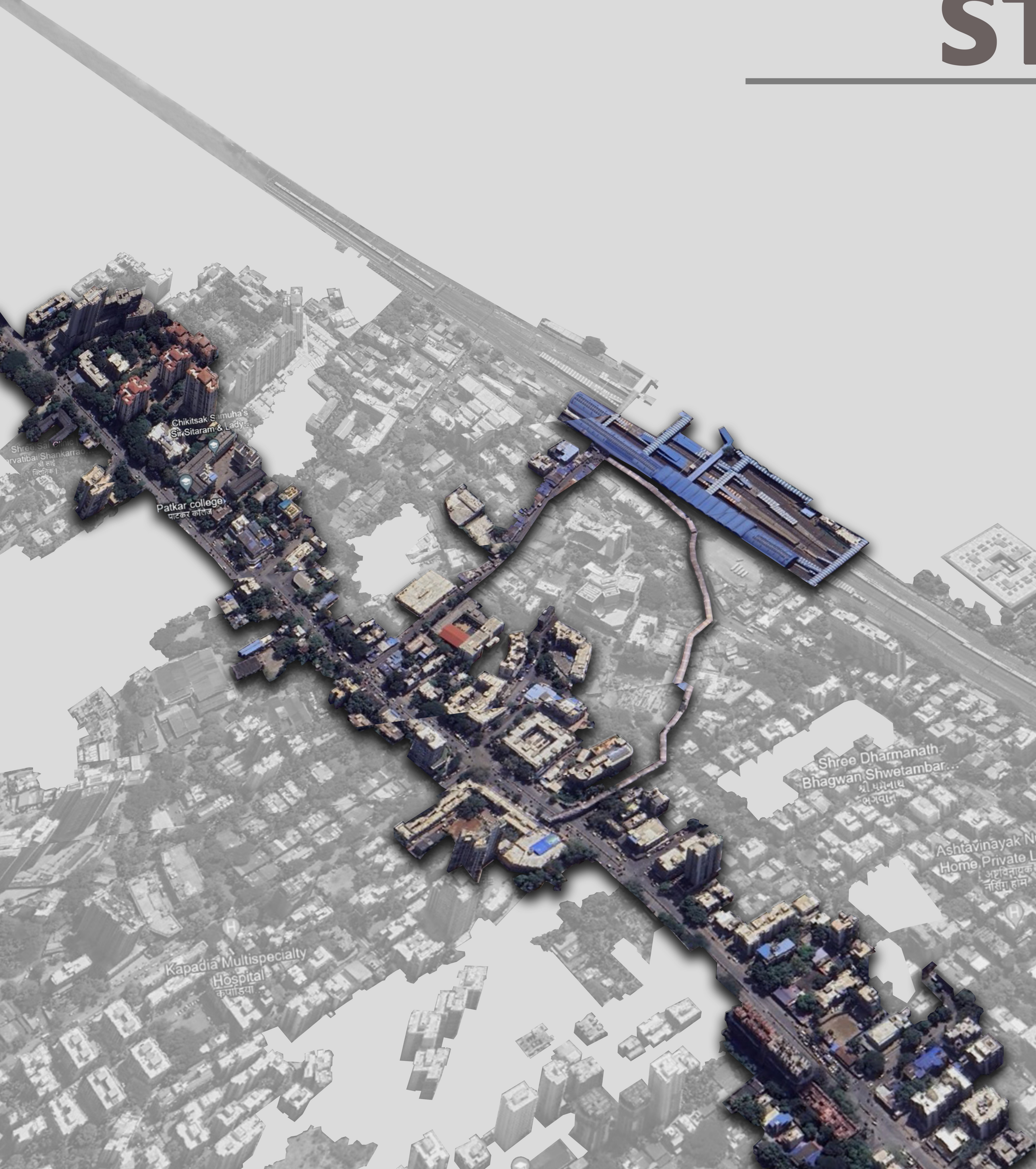

INTRODUCTION :

Goregaon is a bustling suburb located in the western part of Mumbai, India. This vibrant locale offers a diverse mix of residential, commercial, and entertainment opportunities.

The power of this project draws on notion of Urban planning in the vicinity of the Goregaon west Railway Station it is a pivotal endeavor in shaping the landscape of this bustling suburban hub in Mumbai, India.
As an area of significant importance, this urban planning proposal aims to enhance connectivity, infrastructure, and livability for residents, commuters, and businesses.
By optimizing transportation networks, public spaces, and amenities, designing process here documents to create a vibrant and well-integrated urban environment, reflecting the dynamic spirit of Goregaon while addressing the evolving needs of its community.

OBJECTIVE :

The objective of the urban design project was focused to create a well-connected, aesthetically pleasing, and functional urban environment that enhances accessibility and aiming to create a more efficient and attractive urban environment around the station area in Goregaon.

STRATEGIES :

The design analysis for urban planning in the vicinity of Goregaon Railway Station scrutinizes the layout and infrastructure. This includes evaluating transportation systems, public spaces, land use, and connectivity.

DESIGN ANALYSIS :

The goal of the proposed project is to determine how well the current design aligns with the area's needs and identify opportunities for enhancement.

BASE MAP

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

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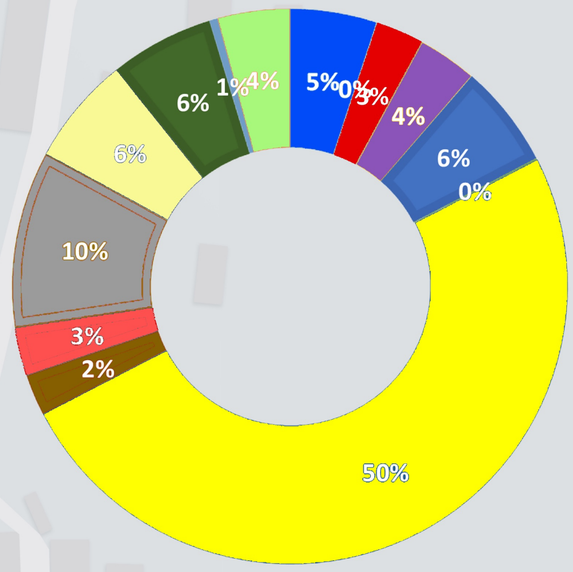
LEGEND

- RESIDENTIAL
- INSTITUTIONAL
- OPEN SPACES
- TRANSPORTATION
- MIXED USE
- INDUATRIAL USE
- SLUM/ CLUSTER
- UNDER CONSTRUCTION
- EXISTING ROAD
- SOCIAL AMENITIES
- COMMERCIAL ACTIVITIES
- MUNICIPAL AMENITIES

PIE CHART



EXISTING PLAN

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

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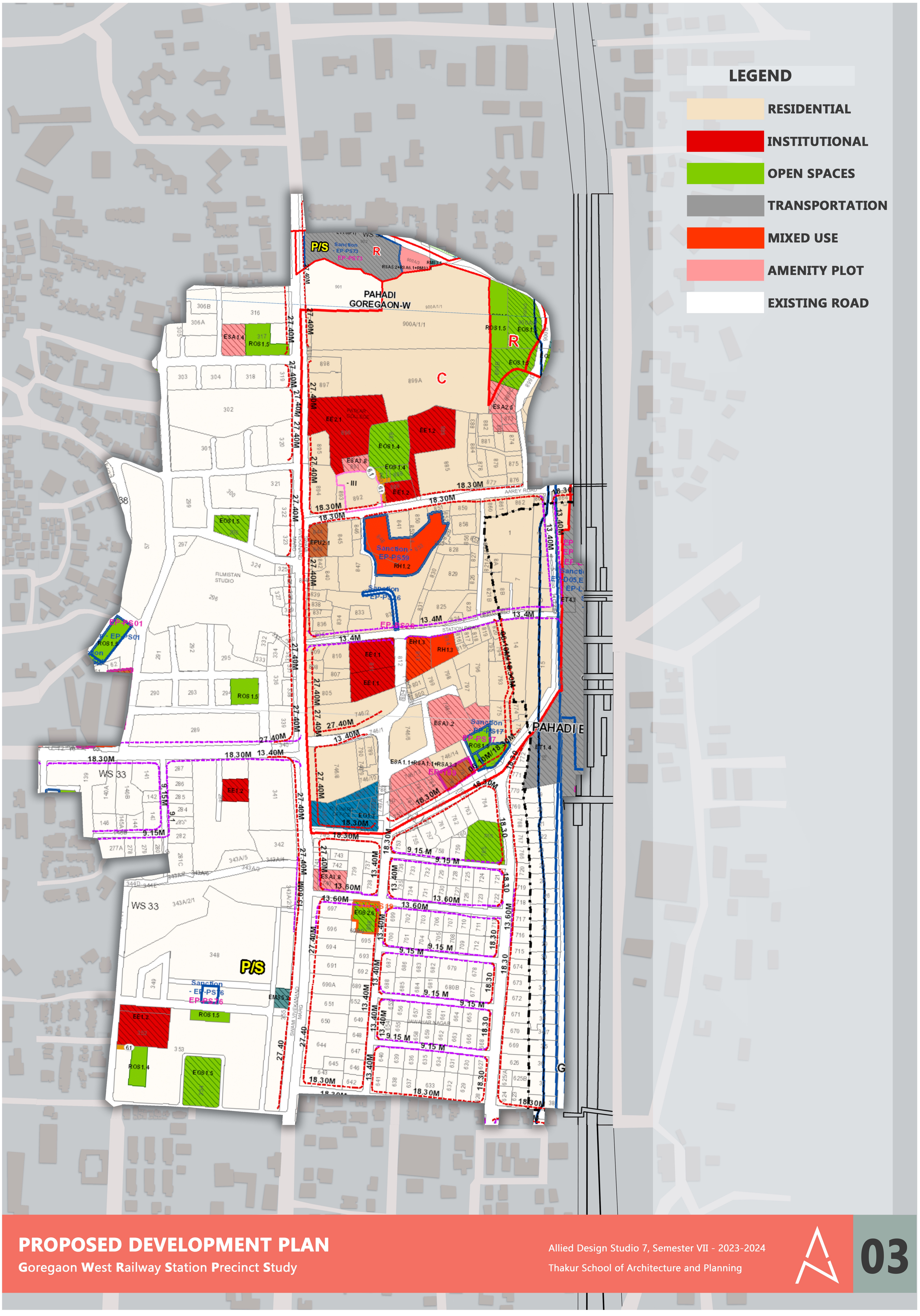

PROPOSED DEVELOPMENT PLAN

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

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LEGEND

BUILT

UNBUILT

INFERENCE :

1) The adjoining figure ground map explains the areas devoid of buildings, thus leading to opportunities for development where urban planning strategies can be proposed.
2) Distribution of various land uses is well organized, though the crowded areas near the nodes and transit hubs requires crucial zoning decisions.

PIE CHART

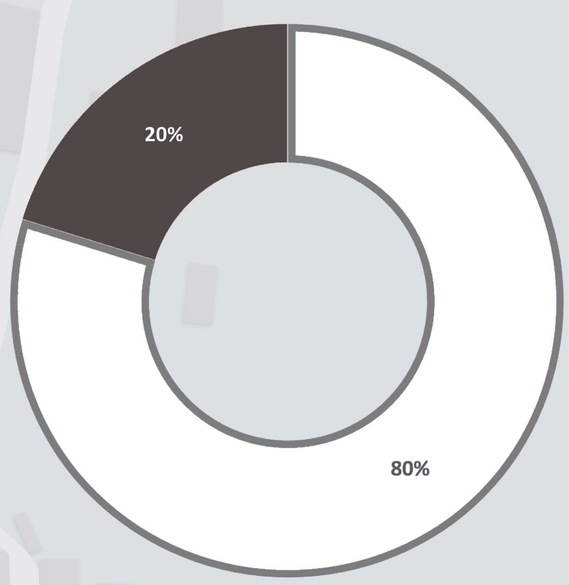


FIGURE GROUND MAP

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

LEGEND

- ABOVE 60M
- 24 - 60 M
- 15 - 24 M
- 07 - 15 M
- UPTO 7 M

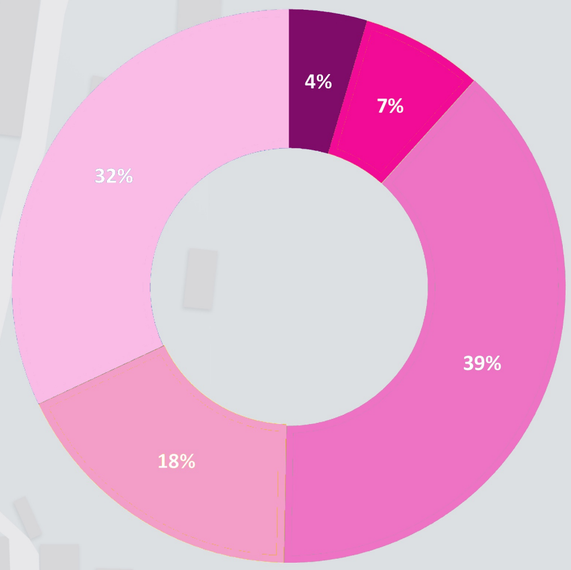
INFERENCE :

Considering the typology of building heights mapping, in each zone.

1) High-rise buildings are found as suitable for commercial districts
I.e,centrally located on the site.

2) While low-rise and mid-rise buildings are as more appropriately for residential areas on other two edges of the site.

PIE CHART



BUILDING HEIGHTS MAP

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

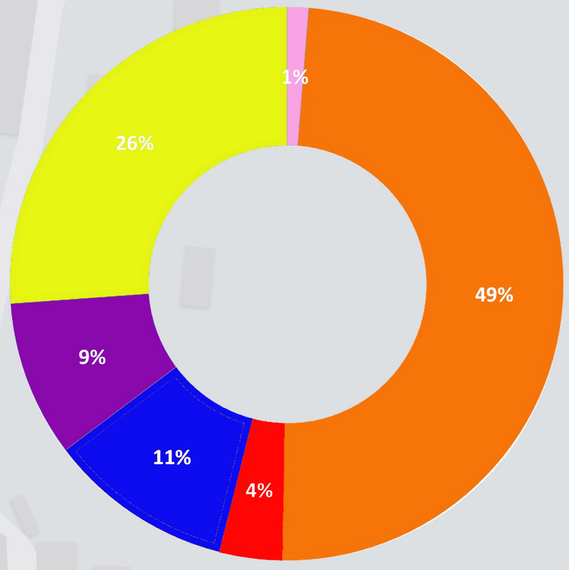
LEGEND

- RELIGIOUS BUILDING
- HEALTHCARE BUILDINGS
- MIXED USE BUILDINGS
- RESIDENTIAL BUILDINGS
- INSTITUTIONAL BUILDINGS
- COMMERCIAL BUILDINGS

INFERENCE :

1) **Residential** : Goregaon see's a surge in residential construction, including high-rise apartments and gated communities.
2) **Commercial** : The area needs well-planned commercial and retail areas to serve the growing population.
3) **Green Spaces** : Urban planning should prioritize parks and green spaces for recreation and to maintain a balance with urban development.
4) **Mixed-Use Development** : Foster mixed-use areas that combine residential, commercial, and recreational spaces creates a vibrant urban environment .
5) **Education and Healthcare Facilities** : Schools, colleges, and healthcare facilities are equally spaced on the urban site to support the community's needs.

PIE CHART



BUILDING USE MAP

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

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06

LEGEND

OPEN SPACES

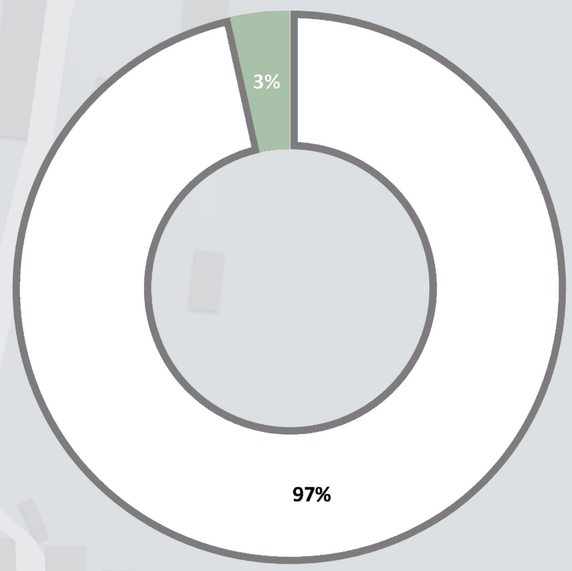
INFERENCE :

1.Mapping open spaces is a critical component of urban planning for Goregaon, ensuring that the city provides recreational, green, and communal areas for its residents.

2. There's easy access to each open space to the community, taking into account walkability, proximity to public transit, and parking facilities.

3.open spaces here align with zoning regulations and land use plans, considering their contribution to the overall urban fabric.

PIE CHART



OPEN SPACES MAP

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

LEGEND

- ARTERIAL ROAD
- COLLECTOR ROAD
- LOCAL ROAD
- PEDESTRIAL ROAD

INFERENCE :

1) Road heirarchy mapping is an essential part of urban planning in Goregaon to organize and manage the road network effectively.
2) Arterial Roads: present on site are major roads that facilitate high-speed, high-capacity traffic flow. They help in connecting different parts of the city.
3) Collector Roads: Collector roads link local streets to arterial roads. They help distribute traffic within neighborhoods and provide access to local services and facilities.arts of the city.
4) Local Streets: Local streets here are primarily for local traffic, serving residential areas and providing access to homes and businesses.

ROAD HEIRARCHY MAP

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

LEGEND

- 2 WHEELER CIRCULATION
- BUS CIRCULATION
- 4 WHEELER CIRCULATION
- RICKSHAW STAND
- BUS STOP

INFERENCE :

1) Transportation mapping is a fundamental component of urban planning in Goregaon.
2) Map shows public transit routes, stops, and terminals to assess their accessibility and integration with urbandevelopment.
3) Transportation infrastructure connects different parts of Goregaon, including residential, commercial, and industrial areas.

TRANSPORTATION MAP

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

LEGEND

VEHICULAR CONGESTION

INFERENCE :

1) Traffic mapping is crucial for urban planning in Goregaon to address congestion, improve mobility, and enhance transportation infrastructure.
2) There's parking availability and demand, and required strategies for managing parking, such as parking garages and other requirements.
3) There's efficient accessibility of public transportation, including buses, auto rikshaw and other modes of transit.
4) Map represents the areas that require improved connectivity.

VEHICULAR CONGESTION MAP

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

LEGEND

5 PEOPLE

2 PEOPLE

1 PERSON

INFERENCE :

1) The area surrounding goregaon railway station see's consistent high foot traffic, on all time zones of the day, which can inform decisions about infrastructure improvements, retail locations, and public space enhancements.
2) Peak hours of morning & evening shows pedestrian activity, helping in the planning of public transportation schedules, traffic management, and security measures during busy times.
3) Residential areas with low foot traffic due to accessibility challenges, such as poor sidewalk conditions & lack of ramps, intends plan for accessibility improvements.
4) central site areas or areas in proximity to citi center are suitable for mixed-use development, combining residential, commercial, and recreational spaces based on pedestrian activity and behavior.

FOOTFALL MAP (9 AM)

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

NANA NANI PARK 1

JOGGERS PARK 2

8 SURABHI SNAKS

7 POP AND DINE CAFE

6 MERWANS

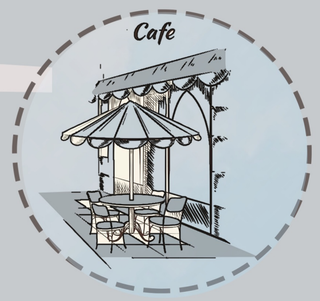
5 MCD

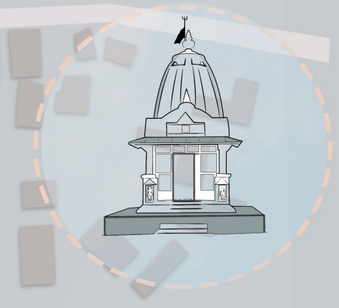
1 EGAL ICE CREAM

2 NATURALS ICE CREAM

3 BASKIN AND ROBBINS

4 EGAL BAKREY





1 JAIN TEMPLE

2 AMBABI MANDIR

3 KALAVATI DEVI TEMPLE

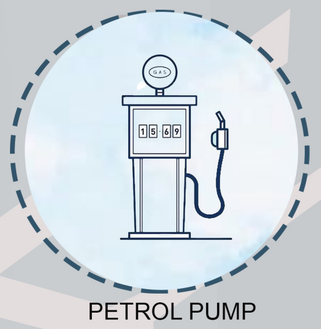
1 PATHAK COLLEGE

2 VIVEK COLLEGE

BMC OFFICE BUILDING

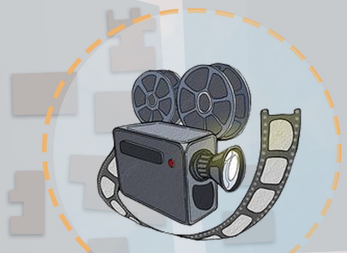
RAILWAY STATION

MOVIE THEATER



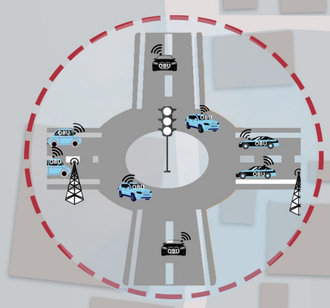
PETROL PUMP

BUS DEPO



FILMISTAN

CITY CENTRE



MAJOR NODE

AYUSHAKTI AYURVED HEALTH CENTER

INFERENCE :

1) When it comes to urban planning in Goregaon, establishing landmarks can be beneficial for various reasons, such as wayfinding, identity, and aesthetics.
2) Entertainment and cultural center, like theaters, Flik studio that host events and activities that draw residents and visitors alike.
3) Educational institutions, such as schools and colleges,that contributes to the city's identity and intellectual growth.

LANDMARK

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

LEGEND

- TRAIN NOISE
- FLORA FAUNA AND VIEW
- PEOPLE'S NOISE
- CHILDREN NOISE
- CAR AND TRAFFIC
- SMELL

INFERENCE :

1) Auditory Sensory Mapping: noise levels is a concern near railway tracks as it's source of noise pollution.
2) Noise mitigation measures, like green buffers or sound barriers in noisy areas I.e. on the road edges of railway line.
3) Olfactory Sensory Mapping: Sources of odors, including slum areas, waste facilities, etc.
4) Planing for the inclusion of pleasant smells, such as flowers and trees, in public spaces.

SENSORY MAPPING

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

⑥ PATHKAR COLLEGE

Patkar college is a top college in the category of colleges in mumbai.
It has crowed on all days of the week except for sundays.
Time: 7.00 a.m to 6.00 p.m

③ SKY WALK

The skywalk connects goregaon station west to the S.V. road.
Iis accessible on all days of the week.
Time: Open for pedestrians 24hrs.

③ RAILWAY STATION

Goregaon railway station on the westernline and harbour line of the mumbai suburban railway network.
Time: 4:00 a.m. to 12:49 p.m.

⑧ CITI CENTRE

Citi center mall is mordern and spacious, including stores, restaurants and food couts
It's open on alll days of the week.
Time: 9.00 a.m. to 11.00 p.m.

② MARKET

The market area is fully crowded all around the day, asspecially during the festivals etc .
Time : 7:00am to 10.00 p.p.

④ BUS DEPOT

The other transit lines connecting railway station is goregaon bus depot on 2mins distance.
It is majorly crowded during peak working hours.

⑦ SUNKEN TEMPE

Shree Shantadurga Devi mandir has completed 100 years.
Time : open all time of the day.

⑤ AMBE MATA MANDIR

Ambe mata mandir is located a stone's throw from goregaon west railway station.
It has devotes visiting on all days of the week.
Time: 8.00 a.m to 8.30 p.m

⑨ VIVEK COLLEGE

VIVEK COLLEGE of commerce is a well known college based in goregaon.
It has crowed on all days of the week except for sundays.
Time: 7.00 a.m to 8.00 p.m

S

All public transportaion are available on shorter intervals on site.

A lot of green & open space available on site providing good sourse of enviroment & fresh air.

W

A crowded area during peak hours due to the proximity of the adjoined railway station.

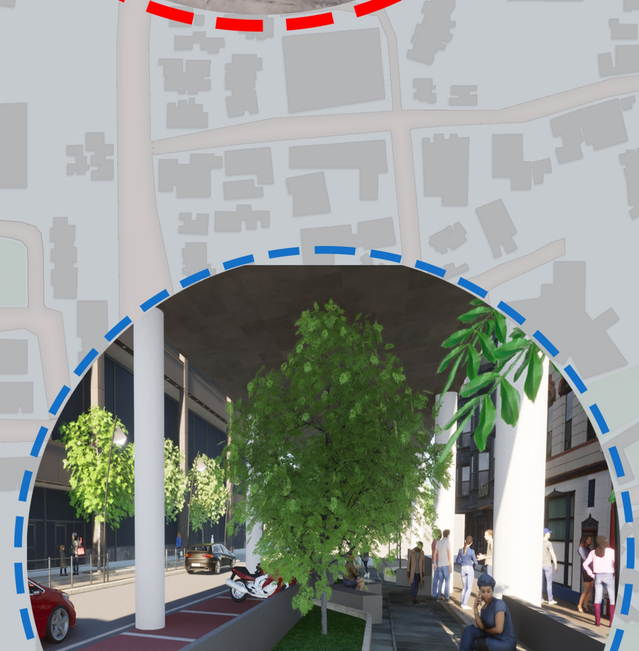
The footpaths are illmainted as they are either taken up by the encrochments of hawkers orelse due to the illegal parking.

O

Proposing seating spaces suitable for prefered age groups near the intitutional areas.

Proposing design in such away that it does not interfere with the vehicular circulation of the depot and caters to the users needsW by specially designing amenities.

Additionally proposing solar panels, electrials trasportation, charging points etc.



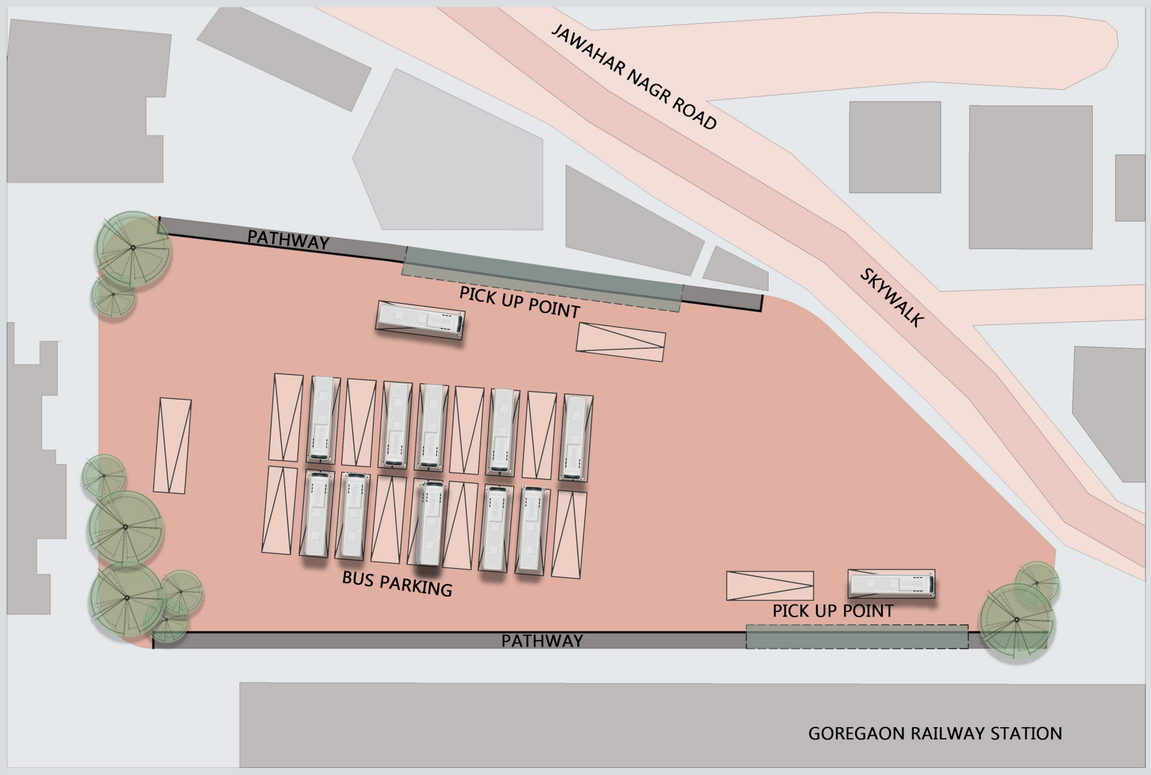
C

One way roads that have now been illegaly working as two way causing more and more traffic can be difficult to bring back to its original form.

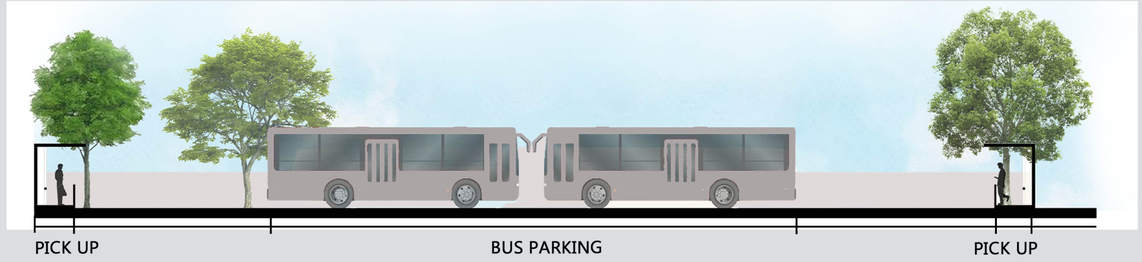
Due to lack of space on the site createting a parking area for the cars in the visinity is not possible.

BUS DEPOT

EXISITING BUS DEPOT PLAN



EXISITING BUS DEPOT SECTION



SITE IMAGES

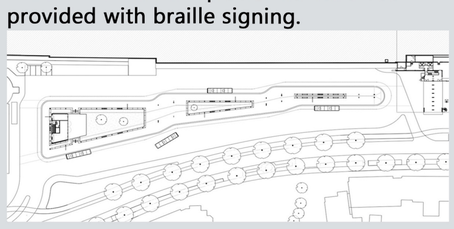
CASE STUDY

1. BUS STATION, NETHERLANDS

Architects: architectenbureau cepezed

Year: 2019

The construction forms a triangular circuit with a length of over 160 meters and an open space in the centre. The bus positions are arranged around the outer side; six for boarding and one for deboarding, low maintenance and future proof.the elevated terrace can be reached by wheel chairs through a ramp and the hand rails between the terrace and the platforms have been provided with braille signing.

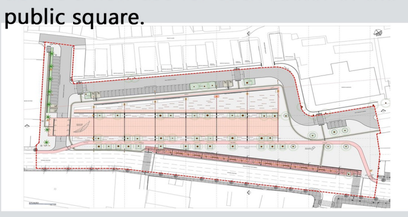


2.PUBLIC SPACE, SQUARE, BUS STATION

Architects: Sotero Arquitetos

Year: 2018

The location's renovation design seeking to preserve its original landscape composition while modernizing the outline of the public equipment.The project's main goals were to preserve the great Licania tomentosa trees, which sit along three distinct lines, as well as to define a new use for each sector of the public square.



DESIGNED BUS DEPOT

The proposal aims to enhance the Goregaon bus depot, addressing increased demand and improving safety and convenience. It outlines plans for infrastructure upgrades and improved user experience, considering the growing community's need.

.ELECTRIC CHARGING

Integrating electric charging infrastructure into bus depot will contribute to a cleaner and more sustainable urban environment,

.RAINWATER HARVESTING

Rainwater harvesting in a bus depot as part of proposed urban planning is a sustainable practice that can help address water scarcity and environmental concerns.

.UNIVERSAL DESIGN

Featured depot design is user friendly in all aspects and caters to all users alike. Specially designed spaces designated for physically and visually challenged users as well.

.RECYCLED MATERIALS

Pavement and concrete used in the site is made up of recycled plastic waste. The structure consists of a steel framework covered with ETFE-foil.The ETFE foil of the awning is self-cleaning and hardly needs any maintenance.

.DROP OFF & PICK UP

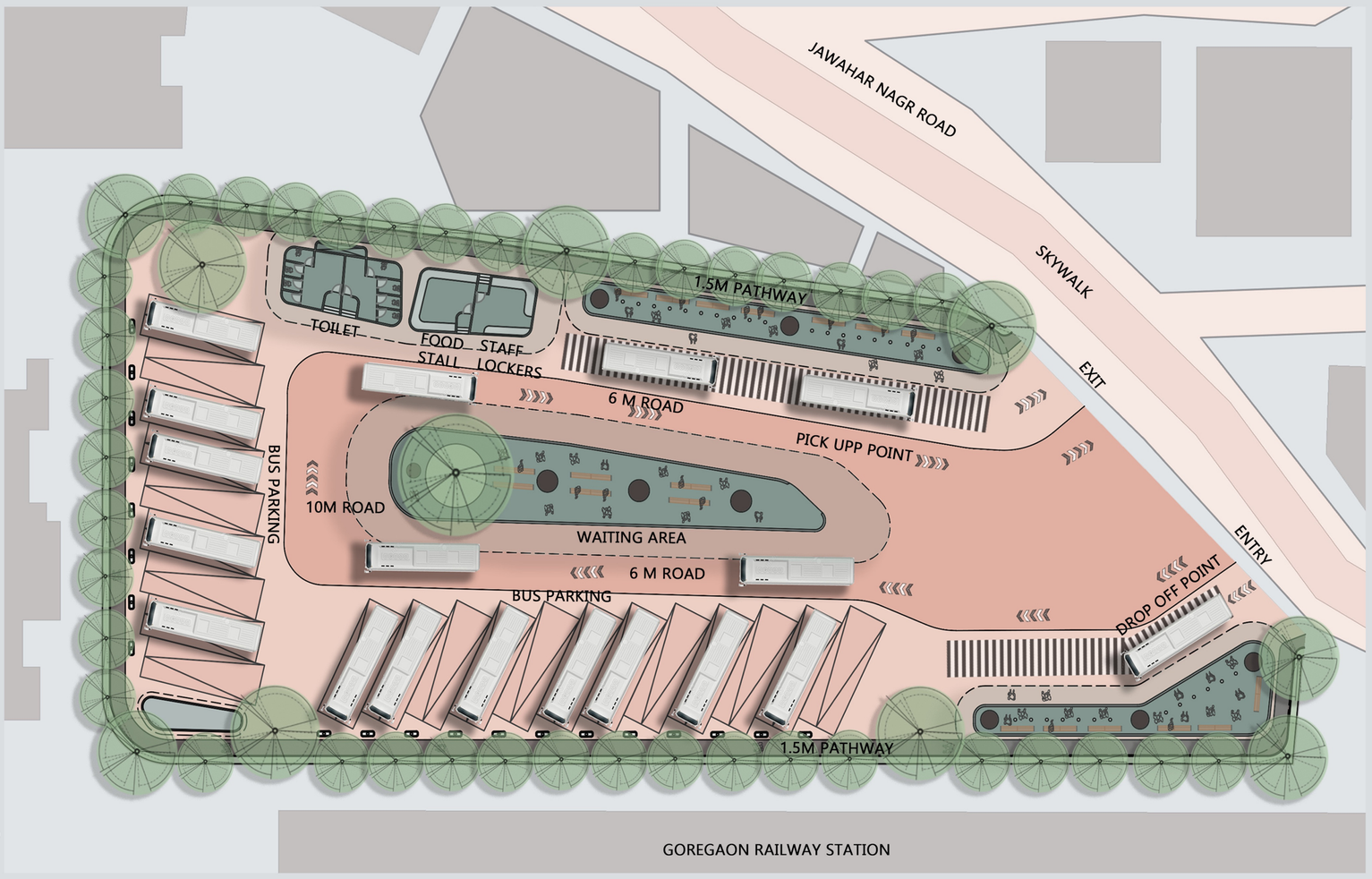
Efficient drop-off and pickup area proposed at bus depot will improve passenger satisfaction, enhance safety, and contribute to the overall functionality of the public transportation system.

.SOLAR PANELS

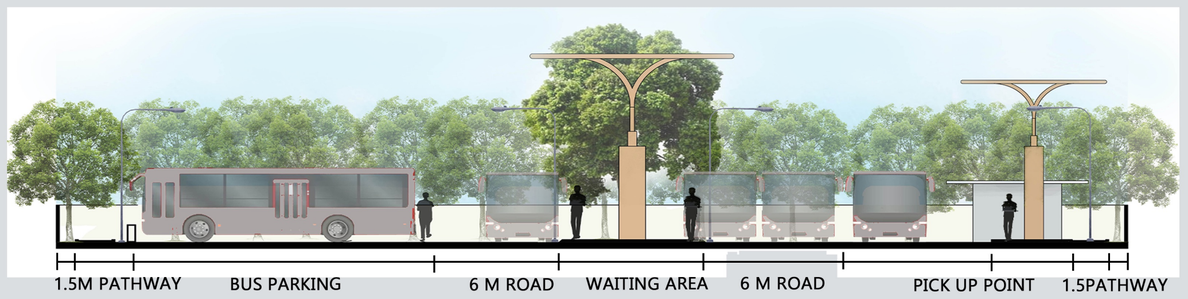
By incorporating solar panels into a bus depot, it will reduce the depot's environmental impact, promote clean energy, and contribute to the overall sustainability of the city's transportation infrastructure.

.TOLIETS

DESIGNED BUS DEPOT PLAN



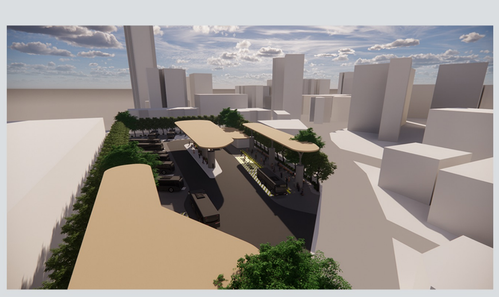
DESIGNED BUS DEPOT SECTION

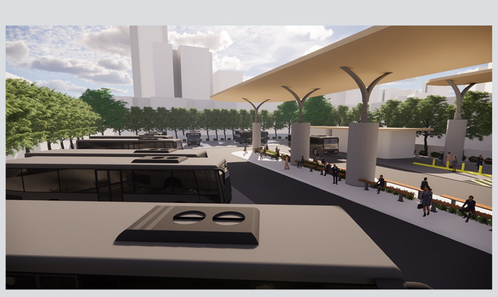


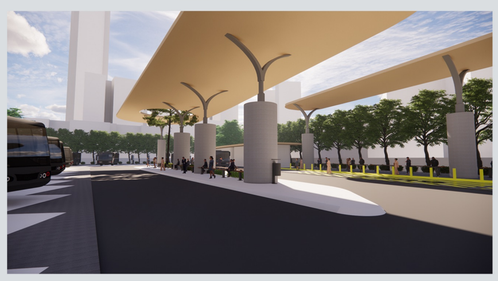
INFERENCE

The proposed improvements to the Goregaon bus depot will result in increased efficiency, enhanced passenger safety, reduced environmental impact, and an overall better public transportation experience for the community.

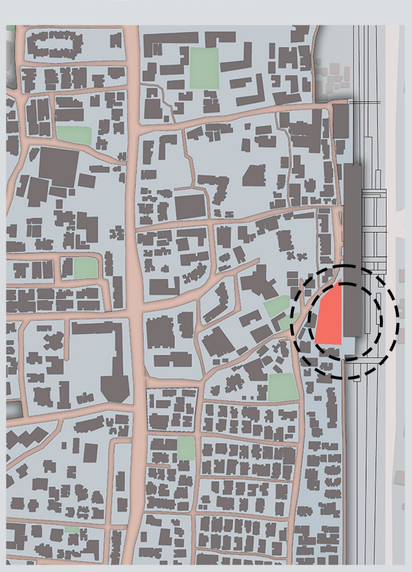
3D VIEWS







KEY MAP



BUS DEPOT

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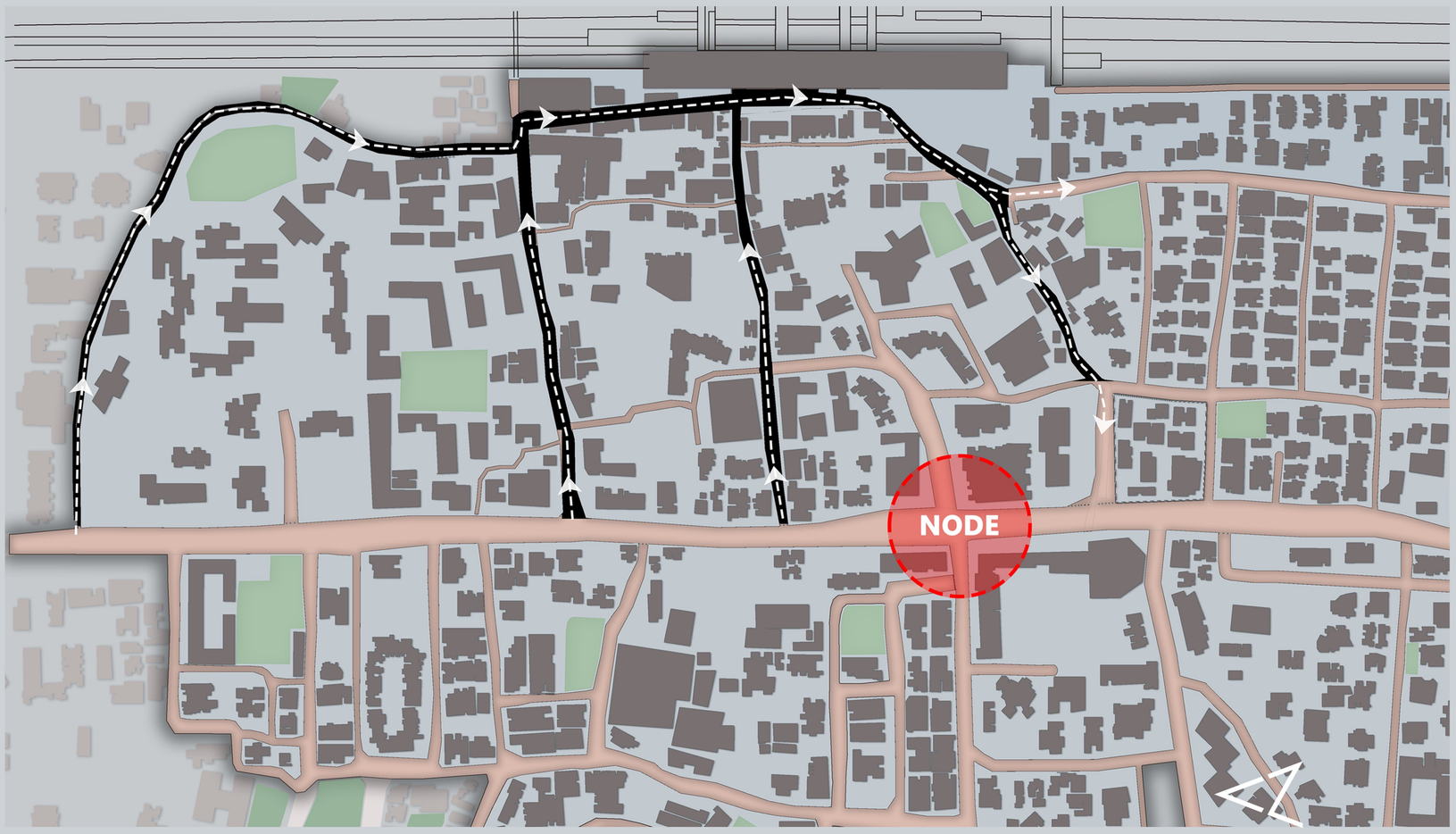
ONE WAY ROAD



Introduction:

This proposal outlines the implementation of a one-way road system near the railway station area. The purpose is to enhance traffic flow, reduce congestion, and improve overall safety and efficiency for commuters and residents.

1.Traffic Assessment: Considering factors like current traffic patterns, peak hours, and pedestrian traffic a optimal direction is planned for the one-way road near the station area.

2.Intersection Redesign: Modifying and replanning intersections to accommodate the one-way flow, also potentially introducing traffic islands, dedicated turn lanes,curbs, and signal adjustments.

3.Parking Management: Reviewing and adjusting parking regulations to align with the new traffic flow, ensured parking availability on the one-way street.

Inference

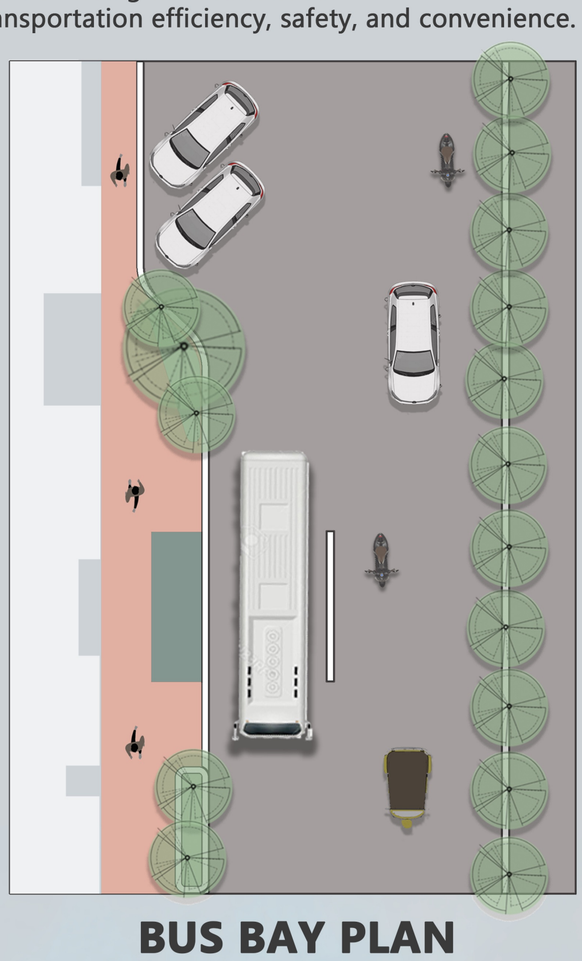
Implementing a one-way road system near the railway station area will lead to improved traffic flow, reduced congestion, enhanced safety, and a more organized transportation environment. This proposal aims to provide a smoother and safer experience for both drivers and pedestrians, ultimately benefiting the local community.

BUS BAY

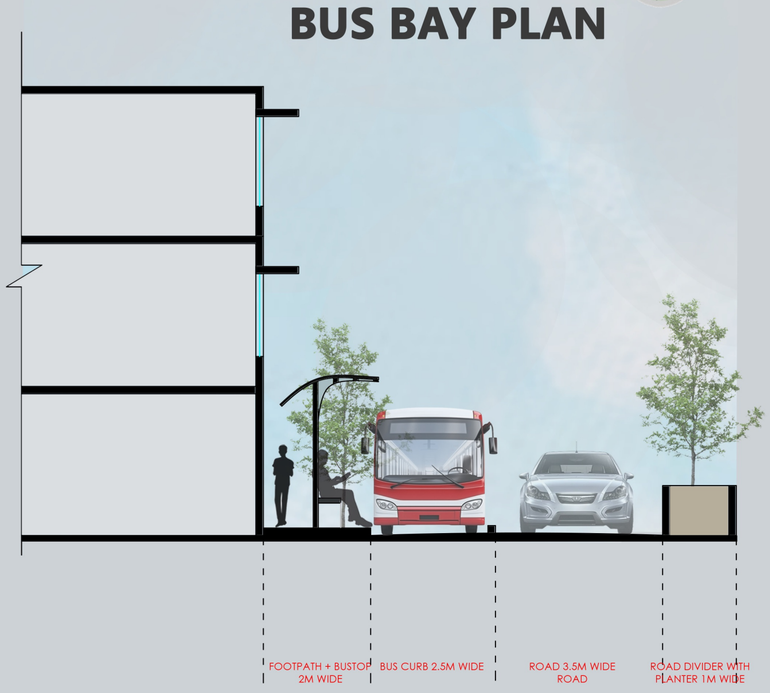
Introduction:
This proposal focuses on the creation of a bus bay area on S.V. road which has traffic especially during peak hours.

BUS BAY

Proposing a bus bulb will be an extended curb area that will allow buses to pick up and drop off passengers without leaving the traffic lane.
It will enhance public transportation efficiency, safety, and convenience.



BUS BAY PLAN



BUS BAY SECTION

INFERENCE

The proposal of bus bay on S.v. road will lead to improved public transportation services, reduced congestion, enhanced safety, and better convenience for commuters.
This project will contribute to a more efficient and sustainable urban transportation system while maintaining overall traffic flow.

NODE INTERVENTION

Introduction:

This proposal focuses on the creation of curbs and an elevated footpath with a zebra crossing at a specific node. The project aims to enhance pedestrian safety, accessibility, and overall urban infrastructure.

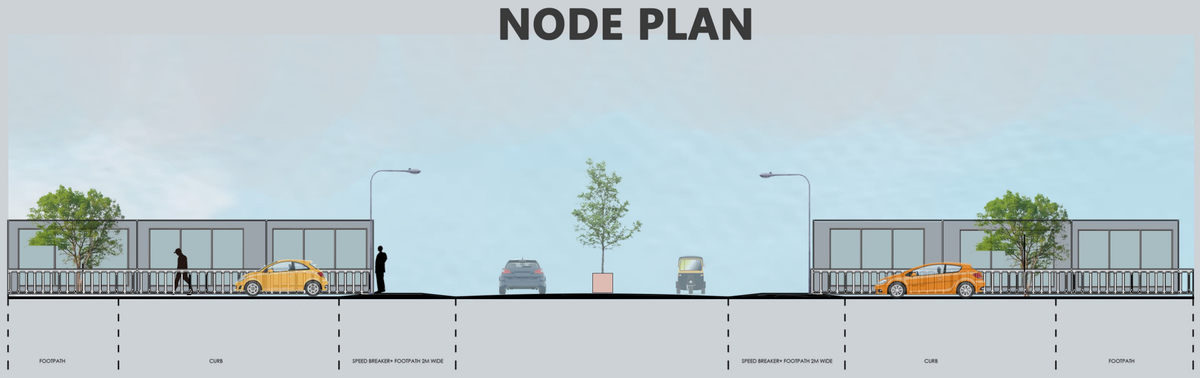
NODE INTERVENTION

1.Curbs and Ramps:
Proposing curbs along the sides of the road to create clearly defined pedestrian pathways. Includes ramps for wheelchair accessibility and stroller use.

2.Elevated Footpath:
Planning a Raised pedestrian footpath to the same level as the curbs, providing a safer and more visible crossing for pedestrians .

3.Zebra Crossing:
Painting a zebra crossing at the elevated footpath to mark the pedestrian crossing point for both pedestrians and drivers.

NODE PLAN



NODE SECTION

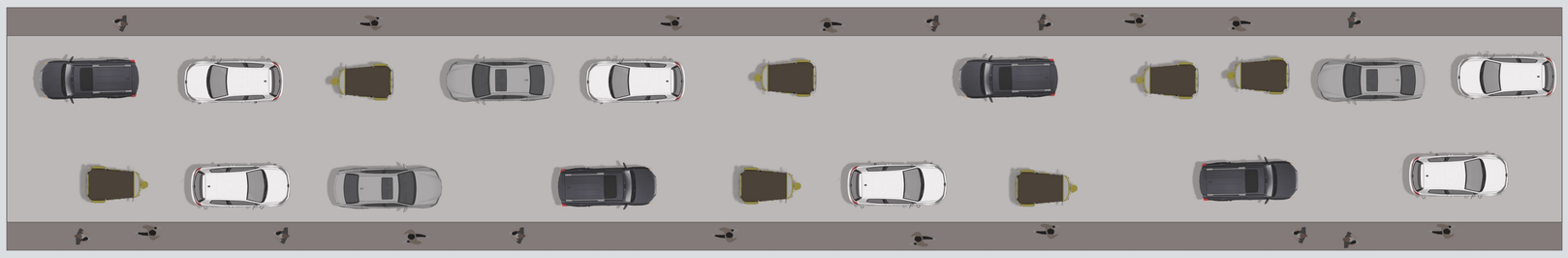
INFERENCE

This proposal will create a more pedestrian-friendly environment, reduce accident risks, and promote walking as a safe and convenient mode of transportation in the proposed area having node.

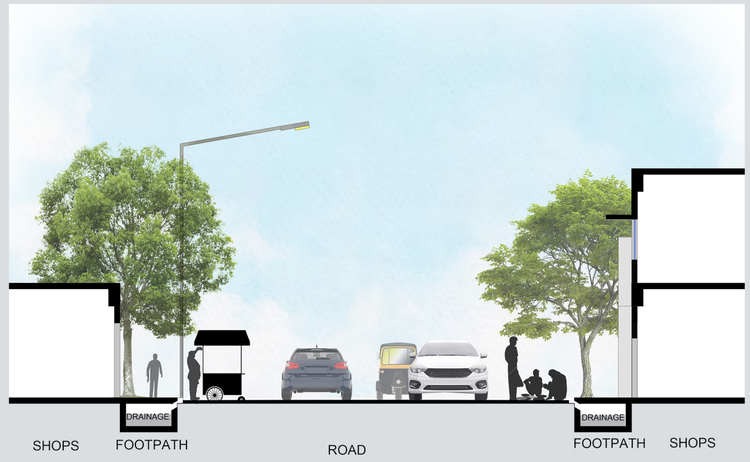
MARKET

This proposal outlines a comprehensive plan to upgrade the Market Road leading to Goregaon Railway Station. With a focus on enhancing accessibility, safety, and overall functionality, the project aims to provide a more efficient and welcoming thoroughfare for both commuters and the local community.

EXISTING PLAN



EXISTING SECTION



DESIGN IDEOLOGIES

1.Pause points
Planning dedicated spaces for vendors and creating "pause points" will enhance the flow of pedestrians heading to Goregaon Railway Station. This approach aims to ensure efficient movement while allowing for vendor activity, making the road more accommodating and vibrant.

2.Parking
Proper parking planning here entails allocating adequate space for parking , This approach aims to ease congestion, enhance accessibility, and provide a convenient parking solution for commuters, thereby improving overall transportation efficiency.

3.Hawker zone
The planning proposal for Market Road involves creating a designated hawker zone leading to Station.This approach seeks to organize and optimize hawker activities, ensuring pedestrian safety and a vibrant, orderly street environment.

4. Community space
This plan aims to harmonize commerce and community, fostering a lively and engaging environment while ensuring safe and efficient movement for all.

5.Special furniture
The proposal for Market Road includes designing special furniture tailored for hawkers. This innovative approach aims to provide functional and attractive solutions that enhance the overall hawker experience while maintaining the road's aesthetics and functionality.

6.One way road
This transformation aims to streamline traffic, reduce congestion, and improve overall road safety and efficiency.

CASE STUDY: GANDHI BAZAR BENGULURU

Gandhi Bazaar is a street full of life, engaging a variety of people, and home to numerous restaurants, shops, banks and office. Gandhi Bazaar Main Road is about 700m long.
The street is clogged with vehicular traffic and the narrow footpaths congested with vendors and pedestrians. The solid waste management is not supported with appropriate design and planning. The informal, historic and diverse use / culture of the street needs a new understanding and sensitive design that will be inclusive and participatory.

GOAL : To develop a spatial infrastructure design that provides an approach and a framework for improving the physical, social and health conditions of Gandhi Bazaar Street Market and Main Road, through a participatory planning process

1. Promote DIVERSITY of functions and uses and maintain street VITALITY to attract various user groups to the street market.

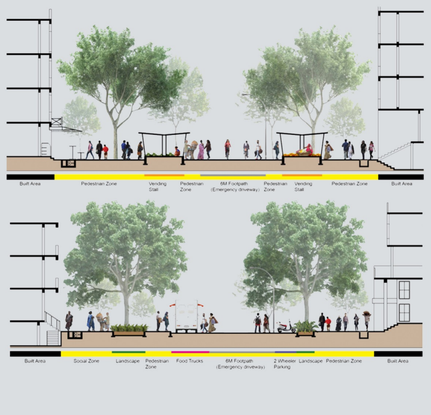
2. Sustain INFORMALITY of street activities to enhance diversity and richness in public life.☒3. Nurture a SENSE OF COLLECTIVE MEMORY to recognize the historicity of the place and its heritage values

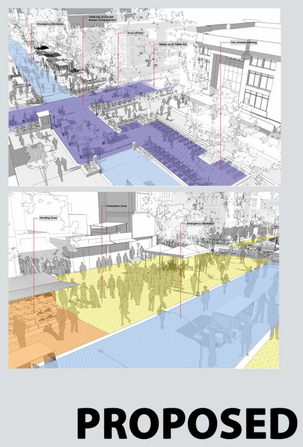
4. Strengthen the ROBUSTNESS and ADAPTABILITY of the place to ensure long term sustenance and economic viability.

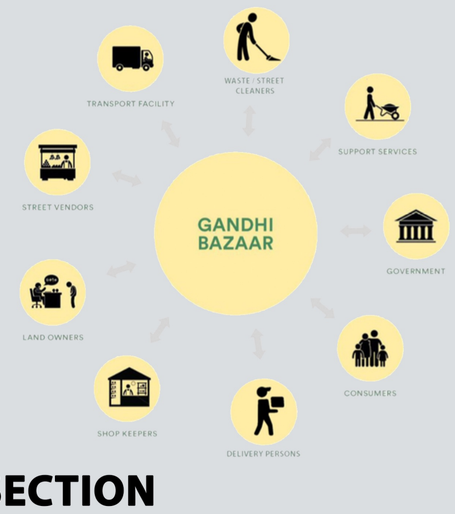
5. Promote INCLUSIVENESS and GENDER SENSITIVITY to make it an active public commons

6. Ensure ACCESSIBILITY to all parts of the street to encourage different users to experience the market.

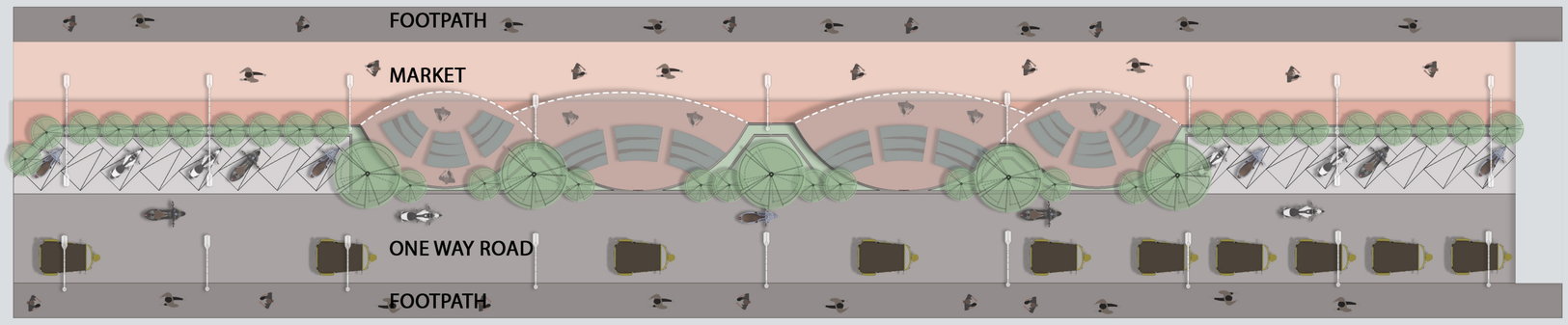
7.Enhance IMAGEABILITY of the street market to give it a distinct character and image







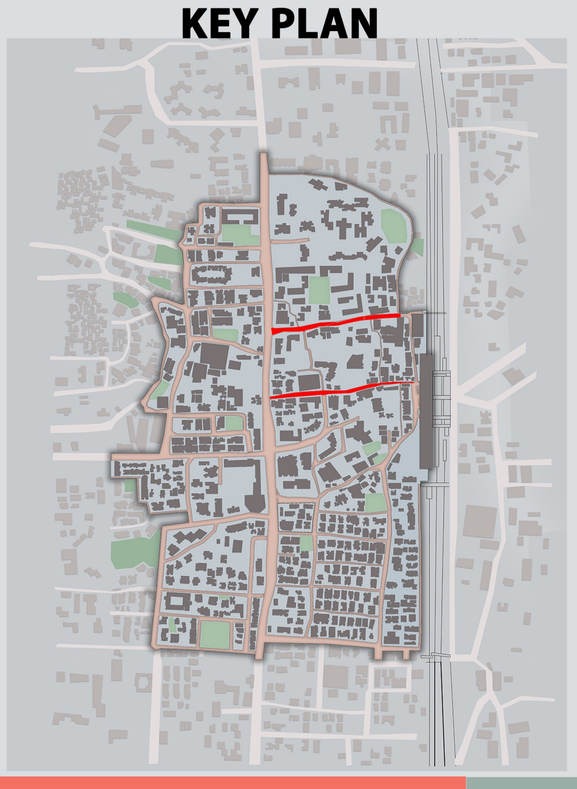
PROPOSED PLAN

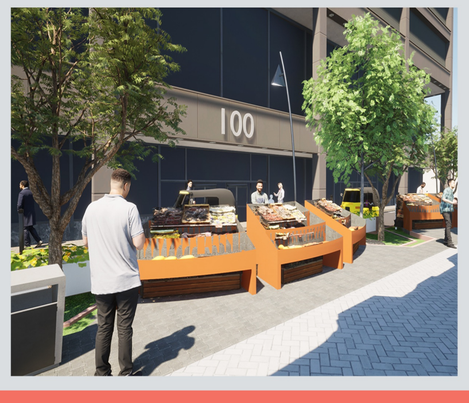


PROPOSED SECTION

Inference:
The proposal to design Market Road seeks to strike a balance between vehicles and pedestrian convenience. This plan aims to create a harmonious environment that accommodates both vendors and pedestrians, contributing to a more vibrant and functional road.

KEY PLAN



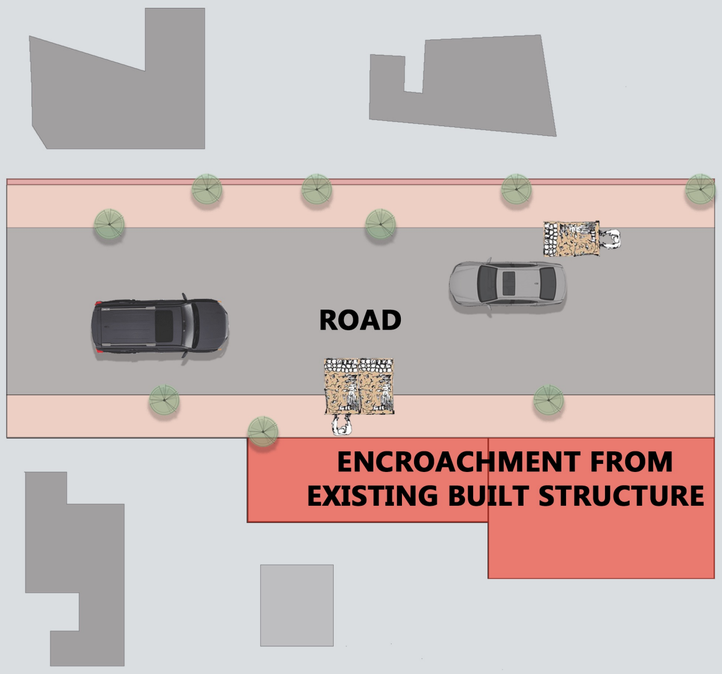


SITARAM PATKAR ROAD DESIGN

INTRODUCTION

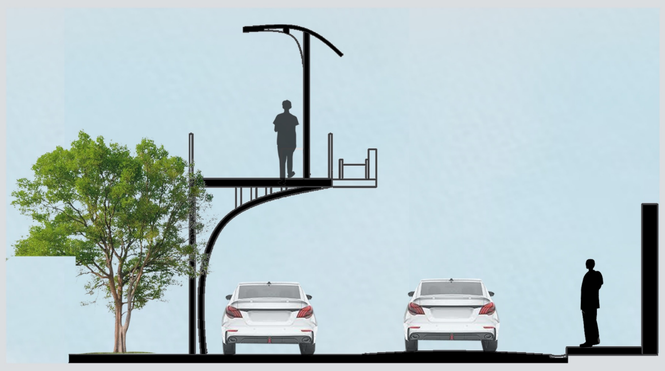
This proposal outlines a plan to enhance the road leading to Goregaon Railway Station, addressing current issues and aiming to provide an improved and efficient route for commuters and the local community.

EXISTING PLAN OF SITARAM PATKAR ROAD



EXISTING SECTION OF SITARAM PATKAR ROAD

SECTION OF PROPOSED DESIGN INTERVENTION



DESIGN IDEOLOGIES

ONE WAY STREET

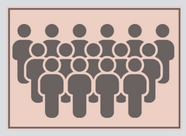
Converting Sitaram Patkar Road into a one-way road involves redesigning traffic flow to enhance safety and efficiency.

RESIDENTIAL STREET

Intervention focuses on enhancing safety and livability. This includes traffic calming measures, pedestrian-friendly infrastructure, better lighting, and minimizing disruption to the

CULINARY STREET

Adding a food street involves creating a vibrant culinary destination. This includes designating spaces for food vendors, seating areas, and pedestrian-friendly features. This initiative aims to enhance the road's appeal, making it a bustling and attractive spot for both local residents and visitors



COMMUNITY DEVELOPMENT

This plan has been aimed to enhance the road's role as a catalyst for community growth and cohesion.

INCREASED USER INTERACTION

This planning includes creating public gathering spaces, adding seating,etc to encourage people to engage and connect, enhancing the overall vibrancy of the area.

SITE IMAGES

CASE STUDY

KEY ELEMENTS:

Enhanced and extended sidewalks.
One-way protected cycle tracks
Consistent travel lanes.
Dedicated and paved bus, auto rickshaw, and parking bays
Landscaped strip between the motorized and non-motorized paths.
Protection and enhancement of existing trees with pits and guards.
Reconfiguration of underground utilities with the creation of access chambers for utility lines

ST MARKS ROAD, BENGALURU

LOCATION: BANGALORE, INDIA.
COORDINATES: 12.969322,77.6005085
COST OF THE PROJECT: 100 CR(APPROX)

The reconstruction of this one-way street addressed several major challenges, including inadequate design and planning, poor maintenance standards, and inefficient utility management.

GOALS:

Balance existing Uses
Enhance user experience
Increase pedestrian safety
Calm traffic
Reduce disruptive construction practises by investing in upfront, good quality and durable construction materials.

KEYS TO SUCCESS :

Interagency coordination
Public Participation and involvement since the early stages of the project
Documentation and verification of the existing utilities as part of planning and design process.

BEFORE

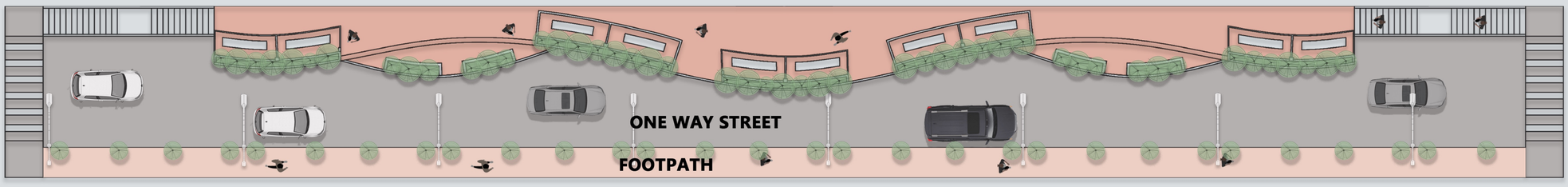
AFTER

+250%
Increase in pedestrian volume
-3 min.
Wait time at pedestrian crossings reduced from 5 minutes to 2 minutes
12 sec.
Pedestrian crossing time reduced to 12 seconds, with shorter crossing distances

INFERENCE:

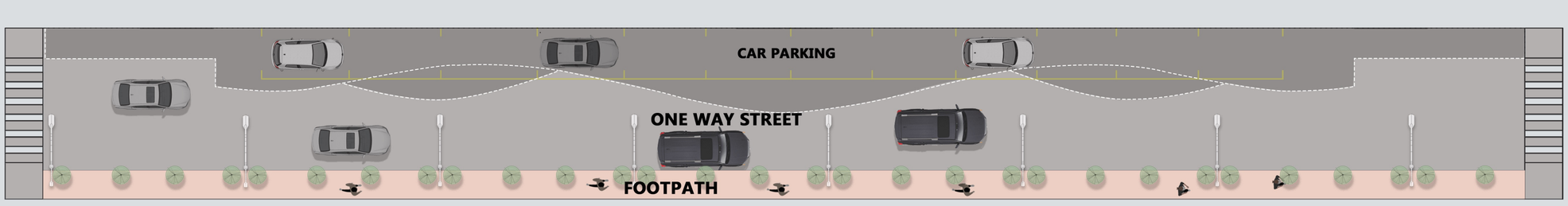
The proposal to improve the backroad seeks to transform it into a vibrant and functional space, benefitting both commuters and the local community. This intervention aims to revitalize the area, making it a lively and accessible corridor for various activities

PROPOSED DESIGN INTERVENTION PLAN AT UPPER LEVEL



THE UPPER LEVEL OF THE PLAN SHOWCASES THE DESIGN OF THE FOOD STREET THAT WHICH ACTS AS A SOCIAL SPACE

PROPOSED DESIGN INTERVENTION PLAN AT LOWER LEVEL



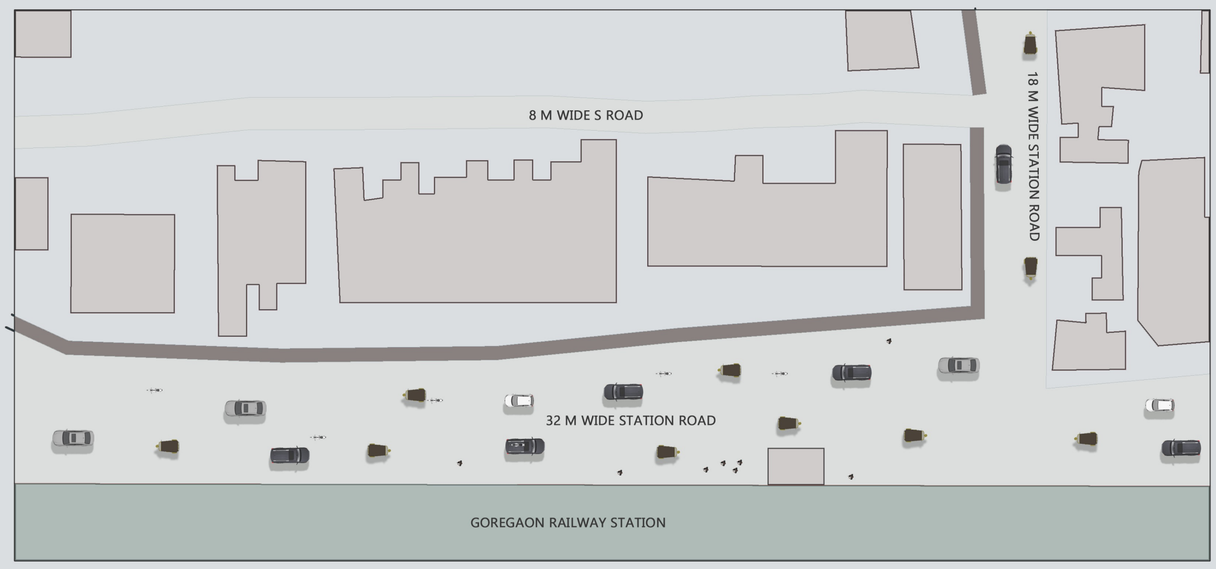
KEY MAP

3D VIEWS

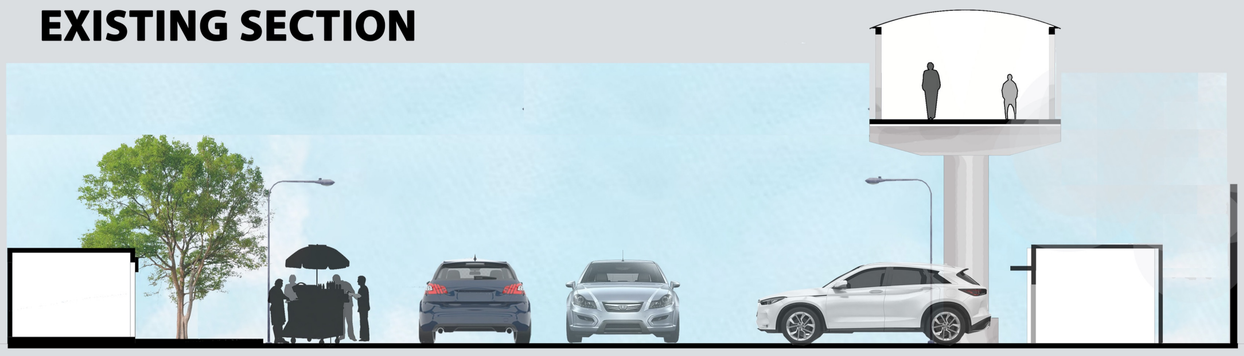
TRANSIT HUB

Proposal for improvement of station road involves strategic design and development to enhance accessibility, safety, and functionality. This approach aims to create a pedestrian-friendly environment, integrate various modes of transportation, and promote sustainable, vibrant communities around train stations.

EXISTING PLAN



EXISTING SECTION



DESIGN IDEOLOGIES

1.Waiting areas
The construction of a waiting area on Railway Station Road will result in a more comfortable and convenient experience for commuters and travelers. It will promote public transportation use, reduce congestion, and contribute to the overall improvement of the area's urban landscape.

2.Parking
Proper parking planning here entails allocating adequate space for parking , This approach aims to ease congestion, enhance accessibility, and provide a convenient parking solution for commuters, thereby improving overall transportation efficiency.

3.Designated drop-off area
Proposing a designated drop-off area at the railway station for improving the overall transportation experience.This area is well-marked and easily accessible for vehicles dropping off passengers.

SIGNAGE

4.Signage:
Clear and informative signage to guide commuters and provide station information.

5.Seating and Amenities: Installation of benches, trash bins, and information boards for the convenience of pedestrians.

6.Landscaping:
Addition of greenery and beautification to create a more welcoming environment.

7.Seperate lanes for public transportation
Creating dedicated rickshaw lanes near the station will help to improve transportation efficiency and reduce congestion.

ONLY

8.One way road
This transformation aims to streamline traffic, reduce congestion, and improve overall road safety and efficiency.

10.Public Toilet
The proposed improvements to the government-operated toilets along Railway Station Road will result in cleaner and more accessible facilities.

CASE STUDY:Transit Road in Hong Kong SAR

Hong Kong Special Administrative Region (SAR) is renowned for its efficient public transportation system and infrastructure. However, as urbanization and population growth continue, some existing transit roads in the region face challenges related to congestion and safety. This case study explores how one such existing transit road was transformed to address these issues and create a safer and more efficient transportation route for commuters.

Road Widening: Expand the width of the existing road to accommodate additional lanes, easing traffic congestion during peak hours.

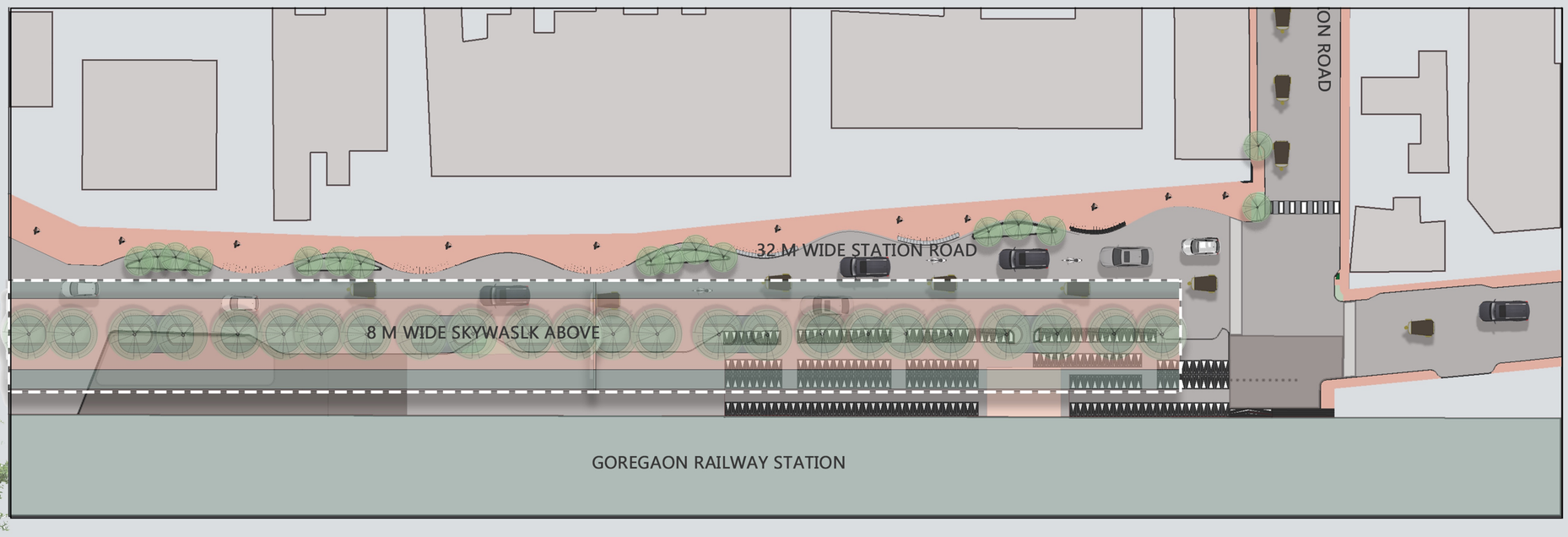
Pedestrian Crosswalks: Install well-marked and strategically placed pedestrian crosswalks to ensure safe road crossings.

Improved Lighting: Enhance road lighting to improve visibility during the night, ensuring safer travel for both pedestrians and drivers.

Bus Rapid Transit (BRT) System: Introduce a BRT system along the existing road to encourage the use of public transportation and reduce the number of private vehicles.

Community Engagement: Engage with residents and commuters to gather feedback and ensure that the proposed solutions align with their needs and preferences.

Conclusion: The case study of the transformed existing transit road in Hong Kong SAR illustrates the positive impact of infrastructure improvements on traffic flow, safety, and accessibility. By addressing these issues, the road has become more efficient and safer for commuters, aligning with the SAR's commitment to creating a more livable and connected urban environment. This case study serves as a model for other urban areas facing similar challenges with their existing transit roads.



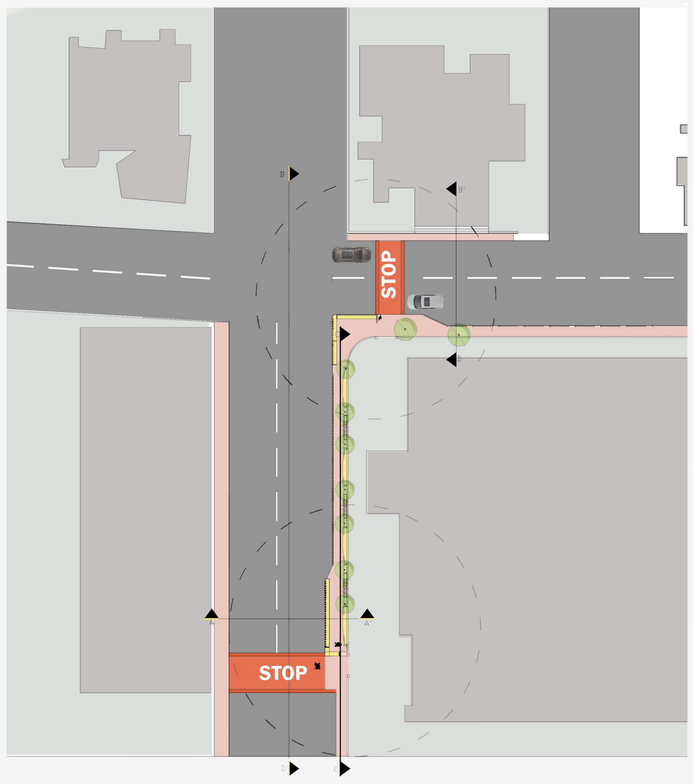
PROPOSED PLAN

PROPOSED SECTION

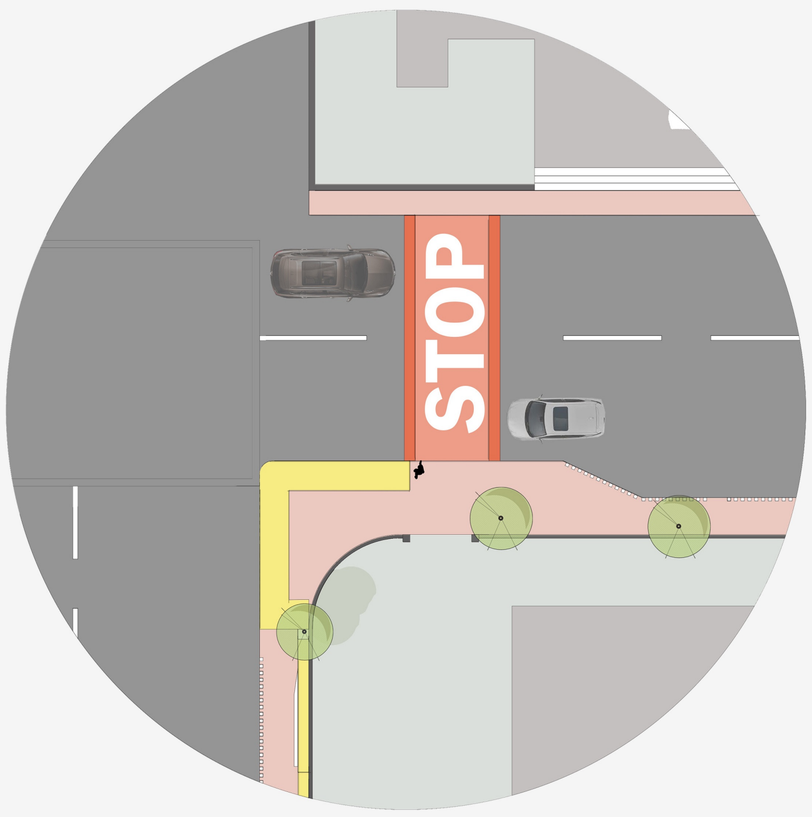
Inference:
Urban planning for adjacent station roads optimized transportation infrastructure, enhanced safety, and revitalize the surrounding community.This intervention involves thoughtful design, pedestrian-friendly features, transit integration, and mixed-use development to create a more accessible and appealing environment.

KEY PLAN

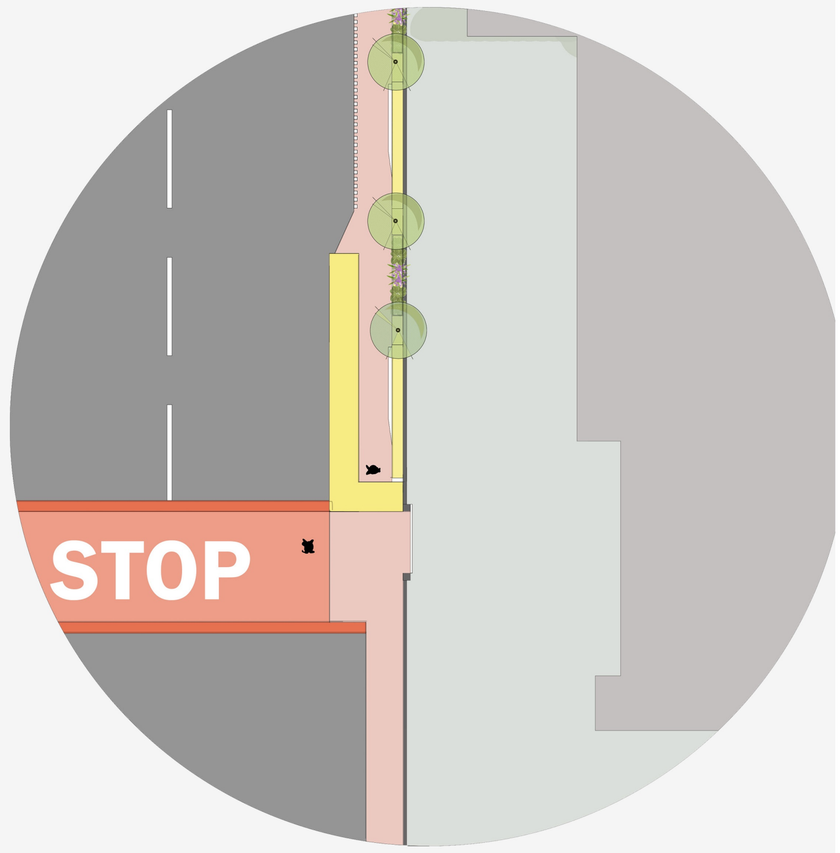
SCHOOL STREET



KEY PLAN



PLAN A



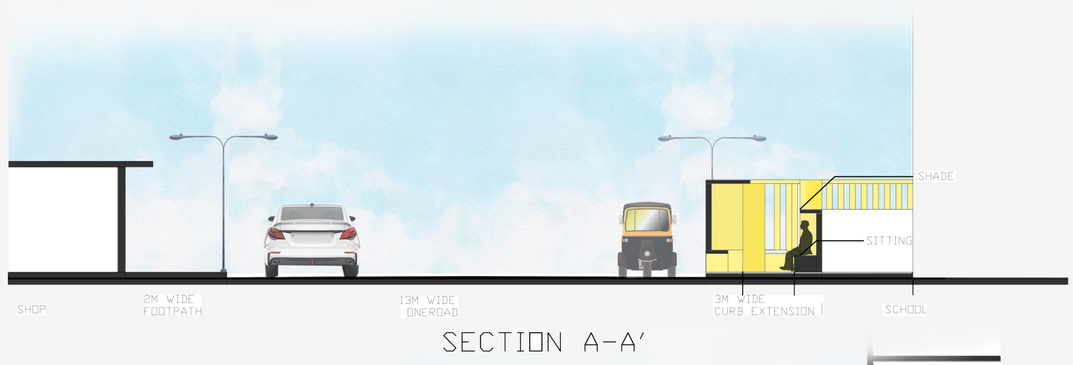
PLAN B

REDESIGNED SCHOOL STREET

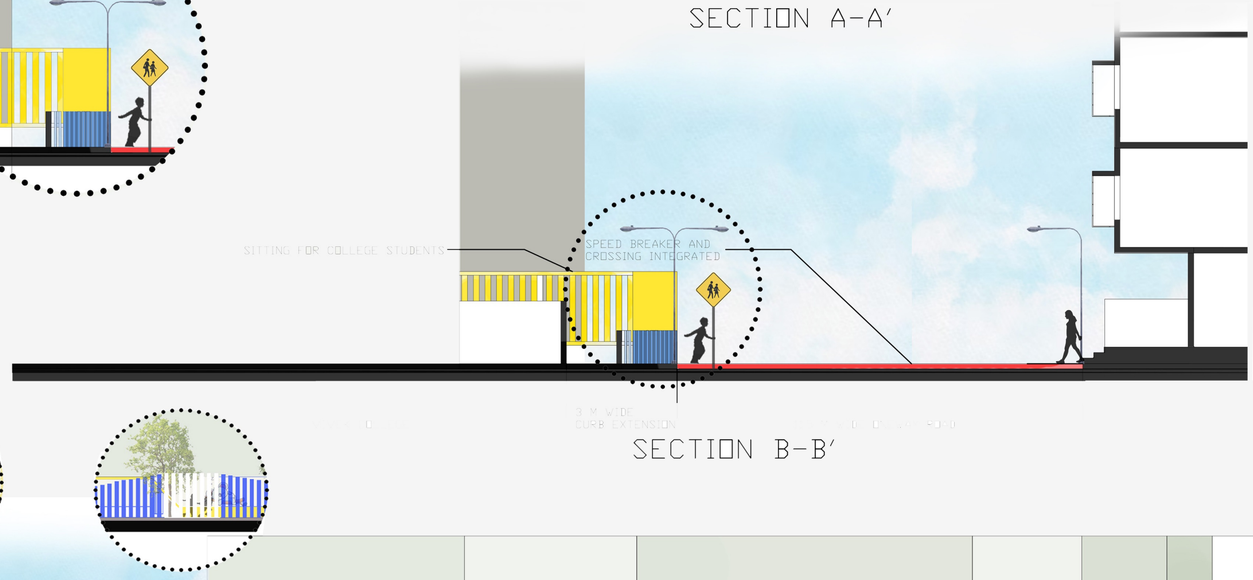
This proposal outlines a plan for the enhancement of school streets, with a focus on safety, accessibility, and community engagement. By transforming these areas, we aim to create vibrant and secure environments that foster learning, physical activity, and a sense of community among students, parents, and residents

SCHOOL STREET

1.Improved planning :Providing both sides speed breaker integrated with crossing at school gate and college gate.
use of proper signs throughout the street
2.Curb extentions: curb extension for dropping off students.
3.Safety: children are safe behind the see- through barrier from cars in the watch of the parents
4.Waiting Areas & seating spaces: The common element becomes an overhead shade for the waiting area then transforms into a planter bed and then into the shade for the sitting area .
waiting area for parents in between ,sitting space for school students on one side and college students on other side.
5.Waste management: Providing dustbins, proper Street light, fixed furniture
use of proper signs throughout the street
6.Lively Roads: use of primary colours in all the design elements , illustrations on the walls and games on the footpath makes it attractive to children.



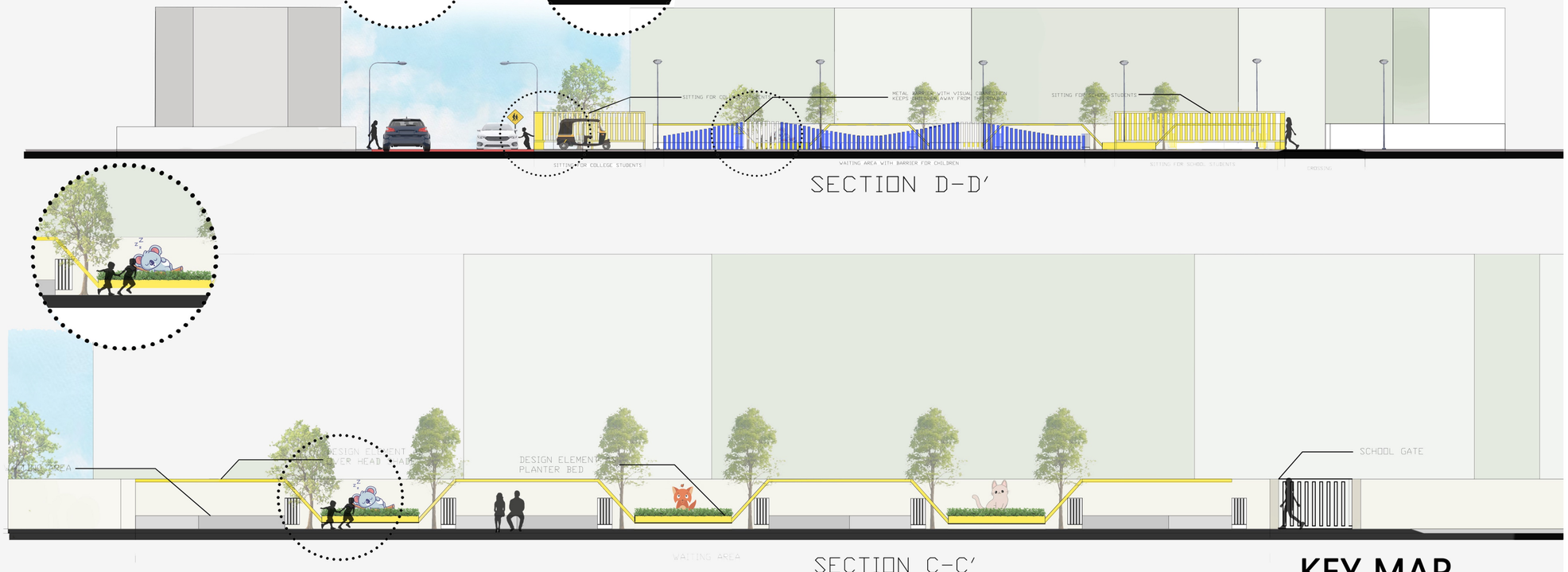
SECTION A-A'



SECTION B-B'

INFERENCE

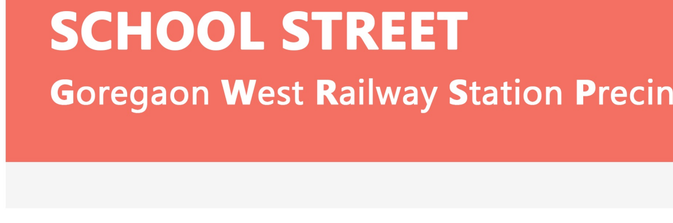
The urban planning proposal for improving school streets prioritizes the safety of students and the convenience of parents by incorporating waiting spaces on the road. This approach aims to make these areas more secure and efficient for student drop-offs and pickups, ensuring a smoother and safer experience for everyone involved.

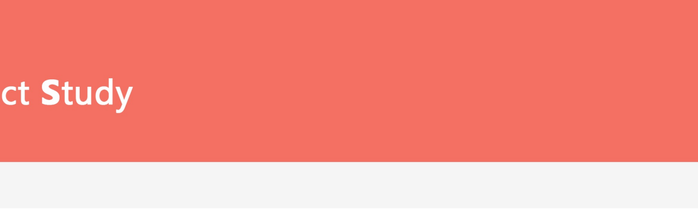

SITTING FOR COLLEGE STUDENTS
METAL BARRIER WITH VISUAL CONNECTION KEEPS CHILDREN AWAY FROM THE ROAD
SITTING FOR SCHOOL STUDENTS
WAITING AREA WITH BARRIER FOR CHILDREN
SITTING FOR SCHOOL STUDENTS
CROSSING

SECTION D-D'

SECTION C-C'

3D VIEWS





KEY MAP

SCHOOL STREET

Goregaon **W**est **R**ailway **S**tation **P**recinct **S**tudy

Allied Design Studio 7, Semester VII - 2023-2024

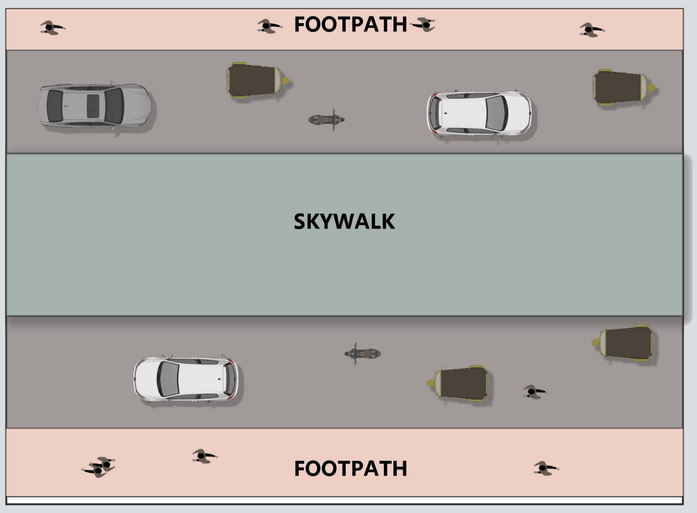
Thakur School of Architecture and Planning

JAWAHAR NAGAR ROAD SKYWALK DESIGN INTERVENTION

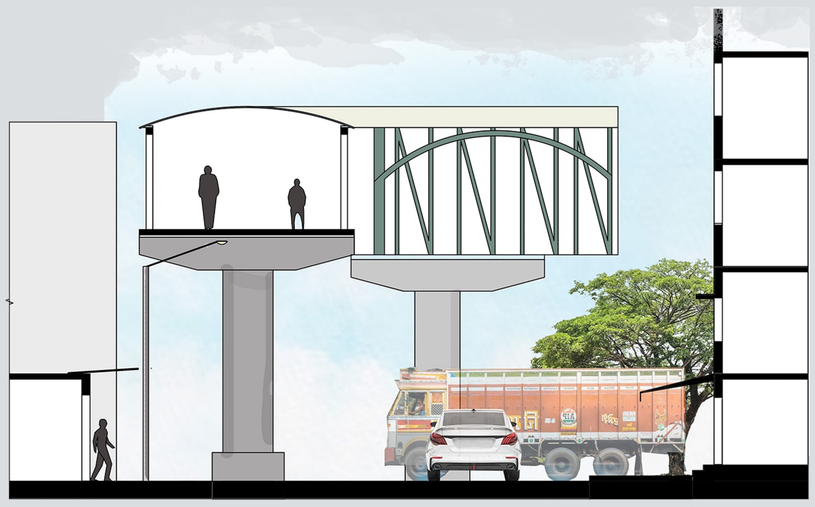
INTRODUCTION

This proposal outlines a plan to improve the Skywalk near Goregaon Railway Station, addressing current challenges and enhancing its functionality for the benefit of commuters and the community.

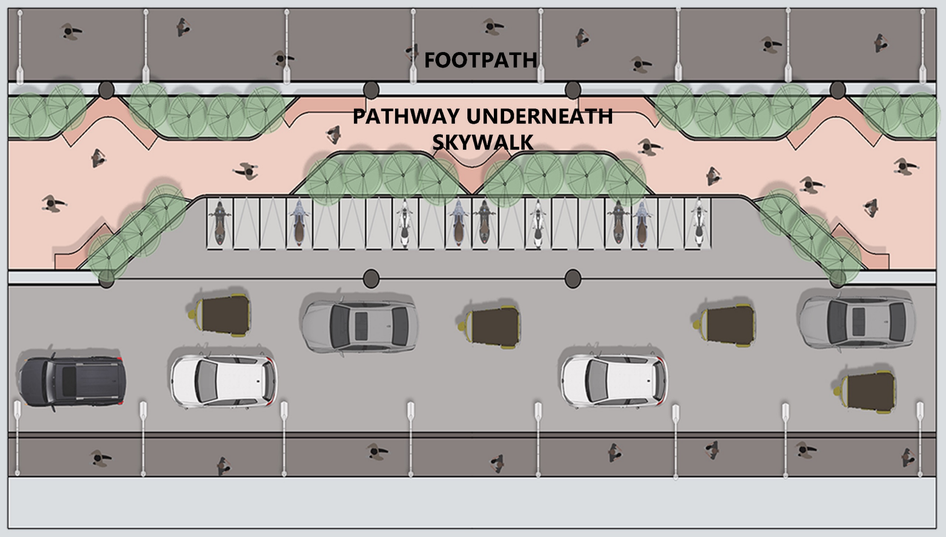
EXISTING PLAN OF JAWAHAR NAGAR ROAD SKYWALK



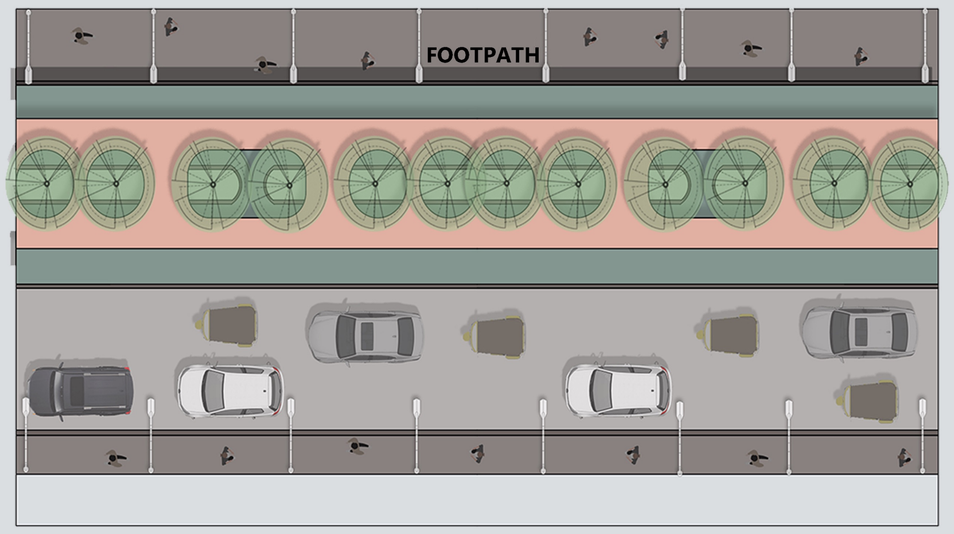
EXISTING SECTION OF JAWAHAR NAGAR ROAD SKYWALK



PROPOSED LOWER LEVEL PLAN OF JAWAHAR NAGAR ROAD SKYWALK



PROPOSED UPPER LEVEL PLAN OF JAWAHAR NAGAR ROAD SKYWALK



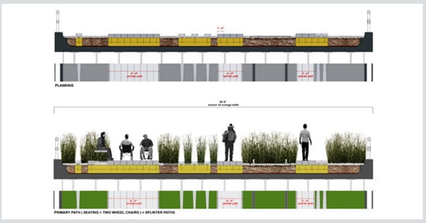
SITE IMAGES

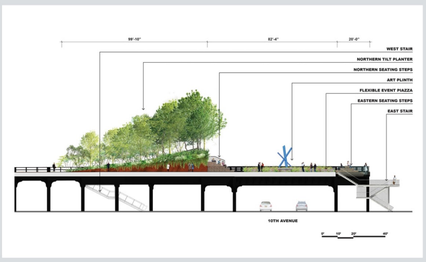
CASE STUDY

The High Line is a unique example of urban renewal in New York City, breathing new life into a disused elevated railway line.
This case study explores the project's origin, objectives, and its impact on the city and the community.
The project aimed to create a linear park that would celebrate the industrial history of the area and offer a green escape in the city.

Preserve the historical and architectural value of the railway structure while providing recreational and cultural amenities.
The High Line was transformed into an elevated park with landscaped gardens, walkways, and seating areas.
Art installations and cultural events are regularly hosted to engage the community.
The park draws millions of visitors each year, boosting tourism in the area.

Conclusion: The High Line NYC is a remarkable success story of adaptive reuse and urban revitalization, transforming an industrial relic into a vibrant public space. It has not only rejuvenated the surrounding neighborhoods but also enriched the cultural and recreational offerings of the city. The High Line serves as a global example of how creative urban planning can enhance the quality of life and foster a sense of community within a bustling metropolis.





DESIGN IDEOLOGIES

This design optimizes land use, enhances commuter accessibility, and reduces congestion in the vicinity of the station. Key considerations includes efficient traffic flow into the parking area, security, proper lighting, and convenient pedestrian access to the railway platforms via the Skywalk. This approach not only eases parking challenges but also improves overall transit connectivity

This planning involves ensuring easy access, proper width to handle high foot traffic, safety features, seamless integration with transit, aesthetic appeal, weather protection, clear signage, regular maintenance, and sustainability measures.

This will entail revitalizing the area to enhance its functionality and aesthetics. Redesigning the layout for efficient pedestrian flow, adding green spaces, seating, and improving lighting. This transformation aims to create a welcoming, safe, and vibrant space that benefits both commuters and the surrounding community.

PROPOSED SECTIONS OF JAWAHAR NAGAR ROAD SKYWALK

INFERENCE

Enhancing the Skywalk near Goregaon Railway Station is a vital project that promises to improve commuter experience, safety, and connectivity. This proposal addresses the pressing issues and paves the way for a more efficient and convenient transportation solution in the area.

KEY PLAN